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1 ~~Sub B3~~ 4. (Amended) An apparatus according to claim 2 [or 3], wherein  
2 the source of NO<sub>2</sub> is a catalyst which is effective to convert at least a portion of the  
3 NO in the exhaust gases to NO<sub>2</sub>.

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1 6. (Amended) An apparatus according to claim 1 [any one of the  
2 preceding claims], arranged such that at least 50wt% of particulate matter is trapped  
3 and subsequently combusted when operating conditions in the same or subsequent  
4 operating cycle are improved.

1 7. (Amended) An apparatus according to claim 1 [any one of the  
2 preceding claims], in combination with NOx control means [, preferably a NOx  
3 absorbent].

1 8. (Amended) An apparatus according to claim 13 [7], wherein  
2 said NOx absorbent is effective to trap NOx at relatively low exhaust gas  
3 temperatures, and releases NOx when the exhaust gas temperature exceeds about  
4 250°C for conversion [and/or] or consumption in the combustion of particulate  
5 matter.

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1 ~~Sub B4~~ 9. (Amended) A method of controlling emissions [, especially  
2 particulate matter,] from diesel engine exhaust gases by trapping and subsequently  
3 combusting said particulate matter, comprising trapping at most 85wt% of particulate  
4 matter in said exhaust gas in particulate trapping means and combusting said trapped  
5 particulate matter in the presence of NO<sub>2</sub> and causing a portion of said exhaust gases  
6 to by-pass said particulate trapping means.

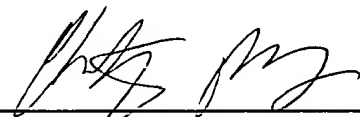
Please add the following new claims:

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1 ~~Sub B5~~ 11. (Newly added) An emission control exhaust gas aftertreatment  
2 apparatus for exhaust gases from light duty diesel engines comprising a source of  
3 NO<sub>2</sub>, a particulate trap, and an exhaust gas by-pass, wherein a portion of the exhaust  
4 gases do not pass through the trap, such that at most 85% of engine-out particulates  
5 are collected on the trap and combusted in the presence of said NO<sub>2</sub> in said trap.

12. (Newly added) An apparatus according to claim 3, wherein the  
source of NO<sub>2</sub> is a catalyst which is effective to convert at least a portion of the NO  
in the exhaust gases to NO<sub>2</sub>.

13. (Newly added) An apparatus according to claim 7, wherein  
said NOx control means is an NOx absorbent.

Respectfully submitted,

  
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Kathleen Libby